Table 2 - Traffic Accident Profile	
INTERSECTION	# OF ACCIDENTS
US 701 Bypass & Virgil Street	52
Jefferson Street & Old Tram Road	24
US 701 Bypass & Washington Street	23
US 701 Bypass & Smith Street	21
Mill Pond Road & US 701 Business	20
NC 130 & US 701 Business	18

Bridge Conditions

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

Congress enacted the National Bridge Inspection Program Standards on April 27, 1971, implementing the Federal Highway Act of 1968. These standards require that "all structures defined as bridges located on any of the Federal-Aid Highway be inspected and the safe load carrying capacity computed at regular intervals, not to exceed two years."

Deficient bridges are categorized as either structurally deficient or functionally obsolete. **Structural deficiency** does not always mean that a bridge is unsafe. It usually indicates that a bridge is unable to handle the vehicle loads or speeds that would normally be expected on the highway system where the bridge is located. These limitations are then posted at the bridge approach. Structural deficiencies are particularly troublesome since they must be load posted for safety's sake. Although load posting (the imposition of a vehicle weight restriction), typically does not affect auto and light truck users, it does affect trip time and costs for other types of trucks that are required to detour in order to avoid a structurally deficient bridge.

A bridge that is **functionally obsolete** usually has inadequate width or vertical clearance for its associated highway system. In some cases, bridges are made functionally obsolete because of highway improvements on the approaches to the bridge, such as lane additions or widening of approaching roads. In other cases, bridges may be reevaluated as functionally obsolete if